

## **8.10. Active Transport Grant Offer from TfNSW**

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**ENDORSED BY:** Duncan Mitchell, Director Engineering & Property Services

**ATTACHMENTS:** Nil

### **PURPOSE:**

This report provides information to Council on three (3) grant offers from TfNSW for the construction of Active Transport (walking and cycling) projects for the 2020/2021 financial year.

### **EXECUTIVE SUMMARY:**

This report provides information to Council on three (3) grant offers from TfNSW for the construction of Active Transport projects in the 2020/2021 financial year in the following locations:

- Young Street between Sutherland Street and Grosvenor Street;
- Ernest Street between Warringah Freeway and Anzac Avenue; and
- The road connection comprising sections of Broughton Road, Clarke Road, Kurraba Road, Wycombe Road and Harriette Street (Route 3).

The combined value of the three (3) grants is \$3,457,450 with a proposed contribution of \$896,750 from Council.

All the projects include walking, cycling and public domain/landscaping improvements.

This report recommends that Council provisionally accept the grants, with progression to construction stage conditional on community consultation and support for the projects.

Draft designs for community consultation are currently being finalised, and the project planning includes an allowance for a further round of designs in response to the outcomes of community consultation.

If the projects were to proceed to construction, this would likely take place between June 2021 to March 2022 with Ernest Street constructed first, Young Street second and Route 3 third. The construction period for each would not be likely to overlap.

A Councillor Briefing on the grants was held on Monday 9 November to brief Councillors on the design details of three active transport projects that are the subject of this grant funding offer from TfNSW.

### **FINANCIAL IMPLICATIONS:**

Acceptance of the grant would amount to \$3,457,450 in grant income and would require an estimated contribution of \$896,750 from Council from the 2020/2021 and 2021/2022 cycling facilities budget. At the time of writing \$799,773 is available in the cycling facilities budget.

This report is recommending that Council request that TfNSW fully fund Route 3 - Kirribilli to Cremorne due to the impacts that COVID-19 is having on Council's revenues and its ability to fund its Capital Works Program. Council's commitment to contribute \$500,000 of its own funds towards Route 3 was made over 18 months ago before COVID-19 became a pandemic and its impacts on Council's revenues were known.

### **RECOMMENDATION:**

- 1. THAT** Council provisionally accept the grant offer from TfNSW for construction of Active Transport projects in 'Ernest Street', 'Young Street' and 'Route 3', subject to agreement from TfNSW that the construction phase of the projects is subject to the outcomes of community consultation on the projects.
- 2. THAT** Council request 25% of the grant value be provided at project acceptance to assist with the costs of consultation and finalisation of the designs for all three routes.
- 3. THAT** Council request TfNSW fully fund Route 3 - Kirribilli to Cremorne due to the impacts that COVID-19 is having on Council's revenues and its ability to fund its Capital Works Program
- 4. THAT** Council include in the provisional acceptance letter to TfNSW a request for project delivery to carry over into the 2021/22 Financial Year given the scale of the projects and limitations on consultation throughout 2020.
- 5. THAT** consultation on all three projects commence in December 2020 and run to February 2021 with reporting provided to the first Council meeting following the completion of consultation.
- 6. THAT** should Council resolve to proceed with the projects, that approval/concurrence from the North Sydney Traffic Committee be sought under delegation to the Manager Traffic and Transport Operations.

## LINK TO COMMUNITY STRATEGIC PLAN

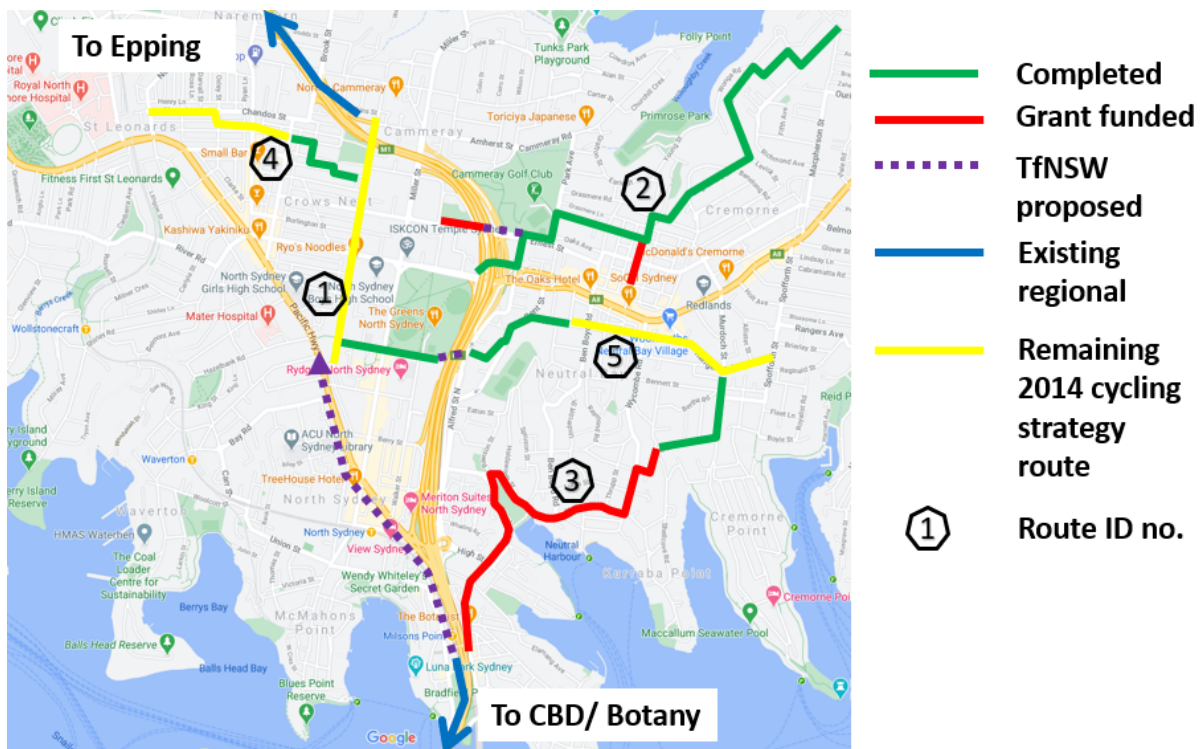
The relationship with the Community Strategic Plan is as follows:

### 2. Our Built Infrastructure

- 2.1 Infrastructure and assets meet community needs
- 2.2 Vibrant centres, public domain, villages and streetscapes
- 2.3 Sustainable transport is encouraged
- 2.4 Improved traffic and parking management

## BACKGROUND

Council adopted the North Sydney Integrated Cycling Strategy ('Cycling Strategy') in 2014. The cycling strategy identifies 5 priority routes as the basis of a connected network across the LGA which enables people of all ages and abilities to choose cycling as a day to day transport option. The projects discussed in this report comprise sections of three (3) of the five (5) priority routes. Figure 1 below provides a map of cycling strategy routes and the current status of each.



*Figure 1. Map of cycling strategy routes and the current status of each project*

In all cases, the design process for cycle infrastructure projects gives equal emphasis to improving walking and public domain outcomes, for example, through the installation of new pedestrian crossings as part of the project, by looking for opportunities for cycle paths to increase the buffer between footpaths and busy road areas, or through the provision of new areas of landscaping and public domain improvements. This is

consistent with the modal hierarchy defined in the Council's Transport Strategy (2017), which identifies walking as the priority transport mode, followed by cycling.

Following the adoption of the Cycling Strategy in 2014, Council made successful grant applications to the RMS Active Transport program in the 15/16 Financial Year for design and construction of walking, cycling and public domain improvements along Priority Routes 2, 3 and 5. Subsequent successful grants applications were made in the 2016/2017 financial year to further designs on Route 3, and in the 2016/2017, 2017/2018, and 2018/2019 financial years to construct stages of Route 2. Sections of Route 3 were constructed using Council cycling budgets in the 2018/2019 Financial Year. As such, the projects considered in this report represent subsequent construction stages of the projects which commenced under the 2015/2016 grants.

Since April 2015, (Excluding these three grants) Council has received thirteen (13) x grants totaling \$5,375,698 in funds from TfNSW for Active Transport Projects (Walking and Cycling).

A Councillor Briefing on the grants was held on Monday 9 November to brief Councillors on the design details of three active transport projects that are the subject of this grant funding offer from TfNSW.

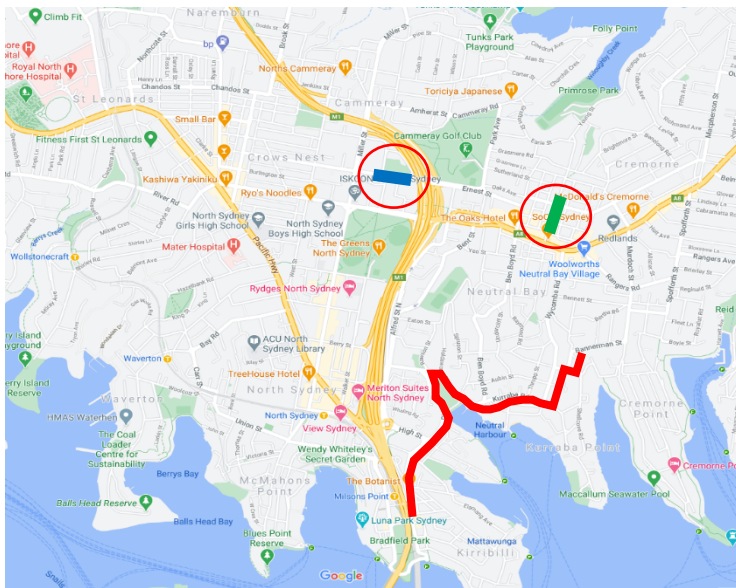
## **CONSULTATION REQUIREMENTS**

Community engagement will be undertaken in accordance with Council's Community Engagement Protocol.

## **DETAIL**

This report provides detail on three (3) grants offers from TfNSW for the construction of Active Transport projects in the 2020/21 financial year in the following locations:

- Young Street between Sutherland Street and Grosvenor Street;
- Ernest Street between Warringah Freeway and Anzac Avenue;
- The road connection comprising sections of Broughton Road, Clarke Road, Kurraba Road, Wycombe Road and Harriette Street (Route 3)



- Young Street – Traffic signal upgrades/cycle path(220m) /pedestrian crossing
- Ernest Street – pedestrian crossing/cycle path extension (140m)
- Route 3 - Traffic signal upgrades/on-road cycle route /pedestrian crossings (2150m)

**Figure 2.** Map of Council Projects that have received current TfNSW funding offers

All three (3) projects include walking, cycling, traffic management and public domain/landscaping improvements as summarised in Table 2 below. In addition to the specific walking and cycling aspects for each project, all would include amendments to the road geometry to encourage slower vehicle speeds, provision of additional landscaping, and improvements to existing pedestrian access (for example new kerb ramps) where required.

Draft designs are advanced for each of the projects and are due to be finalised for the purposes of community consultation by December 2020, following which a further round of design amendments would likely be required to incorporate changes in response to matters raised by the community in consultation.

**Table 1. Summary of walking and cycling works proposed under each project**

Project	Walking improvements	Cycling improvements
Milsons Point to Cremorne (Route 3)	<p>Missing pedestrian crossings point added at existing traffic control signals</p> <p>New pedestrian refuges</p> <p>Raised pedestrian crossings</p> <p>Traffic calming and amenity upgrades</p>	<p>Cycle lanes in uphill direction</p> <p>Traffic calming</p>
Young Street (link to Route 2)	<p>Missing pedestrian crossings point added at existing traffic control signals</p> <p>New pedestrian crossing over Sutherland Street</p>	<p>Separated cycle path</p>

<b>Project</b>	<b>Walking improvements</b>	<b>Cycling improvements</b>
Ernest Street (link to Route 2)	New pedestrian crossing  Greater separation between pedestrian areas/footpaths and traffic lanes on Ernest Street	Separated Cycle Path

Further detail relating to specific features of each project is provided below.

The combined value of the three (3) grants is \$3,457,450. Delivery of the projects would also require a total contribution of \$896,750 from Council. A summary of the grant amounts for each project and the proposed project schedule is provided in the table below.

**Table 2. Summary of Grant Amounts and Project Schedule**

<b>Project</b>	<b>TfNSW grant</b>	<b>Council contribution</b>	<b>Total estimated project value</b>	<b>Proposed Timing</b>
Kirribilli to Cremorne (Route 3)	\$2,728,500	\$500,000 Council is requesting that this route be fully funded by TfNSW	\$3,228,500	Consultation: Feb 2021 Design review to incorporated community feedback: March-April 2021 Construction: Jan-March 2022
Young Street (link to Route 2)	\$552,200	\$220,000	\$772,200	Consultation: Feb 2021 Design review to incorporated community feedback: March-April 2021 Construction: Oct-Dec 2021
Ernest Street (link to Route 2)	\$176,750	\$176,750	\$353,500	Consultation: Feb 2021 Design review to incorporated community feedback: March-April 2021 Construction: June 2021
<b>Totals</b>	<b>\$3,457,450</b>	<b>\$896,750</b>	<b>\$4,354,200</b>	

## Young Street (Sutherland Street to Grosvenor Street)

An image and site plan for the proposed work on Young Street (between Sutherland Street and Grosvenor Street) is provided below, with further details on key project inclusions provided in Table 3.



Figure 1 artists impression of the proposed signal upgrade and cycle path on Young Street

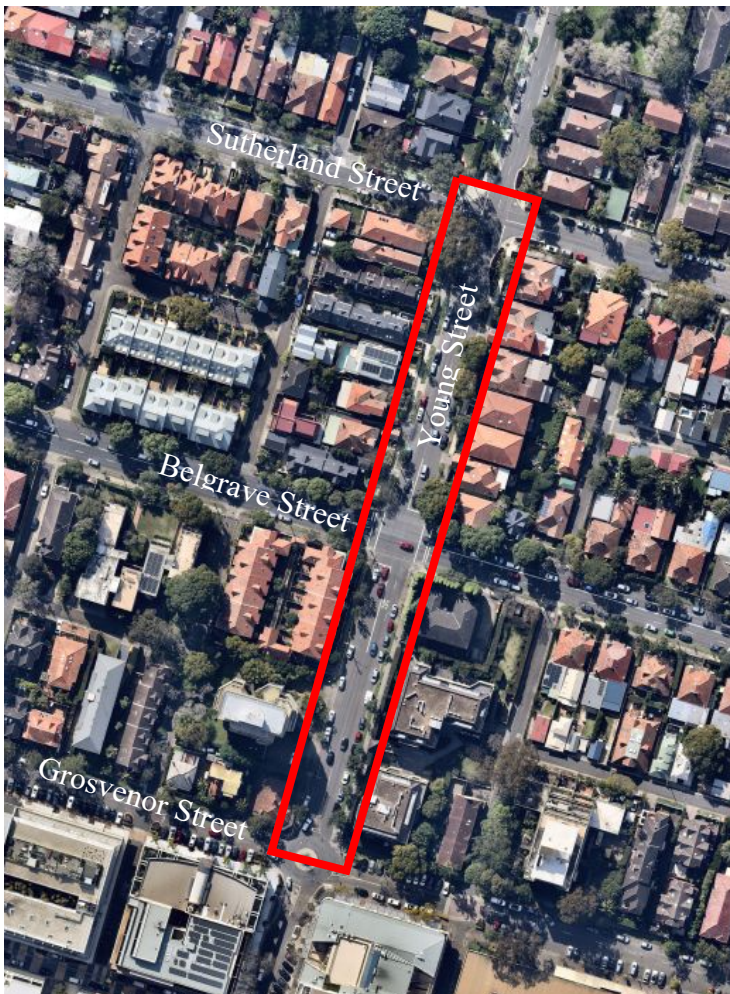



Figure 2 Aerial photo of project area. Source: Nearmap

Table 1 Young Street – details of key project inclusions

Proposed works	Images/diagrams
<p>1. Revisions to the existing traffic control signals between Belgrave Street and Young Street to:</p> <ul style="list-style-type: none"> <li>• Provide missing pedestrian crossing point over Young Street (ref. fig. 6). The lack of pedestrian crossing facilities is inconsistent with current technical requirements for traffic control signals as it reduces safety and access outcomes for people walking</li> <li>• provide a cycle path connection through the intersection.</li> </ul> <p>Changes to the traffic control signals will require:</p> <ul style="list-style-type: none"> <li>• that existing clearways on both sides of Belgrave Street operate in both the am. and pm. peak for approx. 200 to 250 meters to both the east and west of the intersection. These currently only operate in either the am. or pm. peak, alternating according to peak traffic flow. This would result in a parking reduction of around 13-17 car parking spaces during the clearway/peak period. Without this amendment, there is potential for long traffic queues on Belgrave Street at times when vehicles back up behind vehicles turning right off Belgrave Street into Young Street. The addition of pedestrian crossing facilities creates this situation, as it adds time to the overall signal phasing and reduces opportunities to turn right, requiring a dedicated right turn phase. Parking restrictions would revert to existing outside of peak times and on weekends.</li> </ul>	 <p>Figure 3. Existing situation at the intersection between Belgrave Street and Young Street with missing pedestrian crossing point marked in red arrows. Source: Nearmap</p>



The full extent of the clearway length would be subject to the requirements of the TfNSW operations divisions.

- that six (6) full time parking spaces are removed from Young Street, three (3) on the east side of Young Street to the south of the intersection, and three (3) on the west side of Young Street, (one to the south side of the intersection and two to the north of the intersection). This is required in part due to comply with standard traffic signal design requirements such as minimum setbacks (which need to be brought to current standard as part of any change to the intersection), and in part to provide sufficient right turn capacity so that the intersection performs satisfactorily during peak times. The required length for the right turn bays is calculated on computer modelling outputs produced from traffic counts collected at the intersection – and in this case, a shorter than desirable (yet still within tolerance of standards) length has been proposed to minimize parking loss.

The inclusion of the cycle path as part of the traffic control signal design does not significantly contribute to the loss of parking around the intersection (between 0 –2 spaces depending on the requirements of TfNSW), with the removal of parking is instead an outcome of the need to accommodate current traffic volumes and upgrade pedestrian access, combined with contemporary design standards required as part of any changes to the intersection.

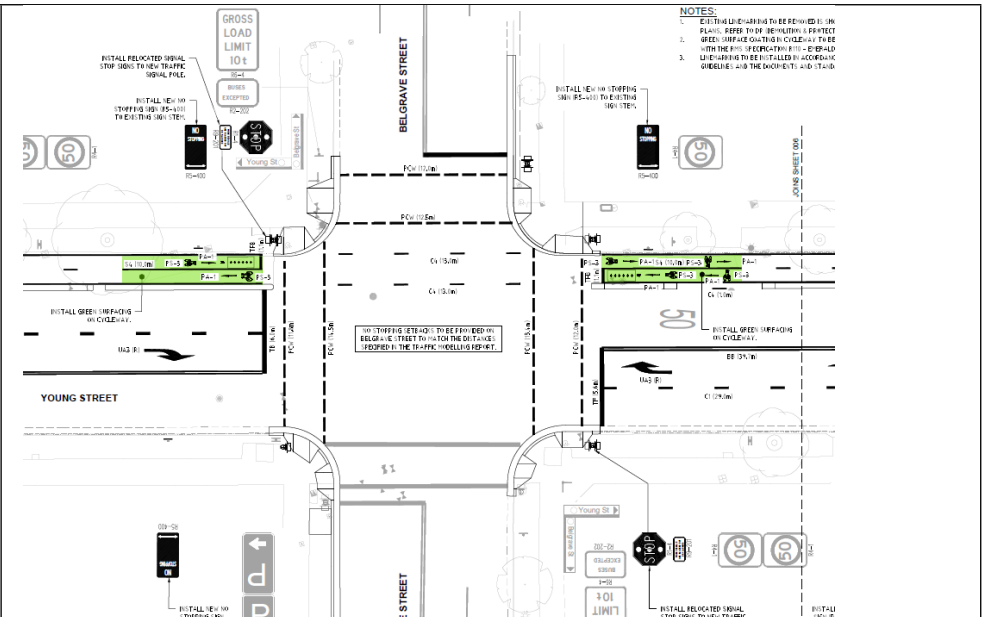


Figure 4 draft plan for proposed amendments to the traffic control signals at the intersection between Belgrave Street and Young Street

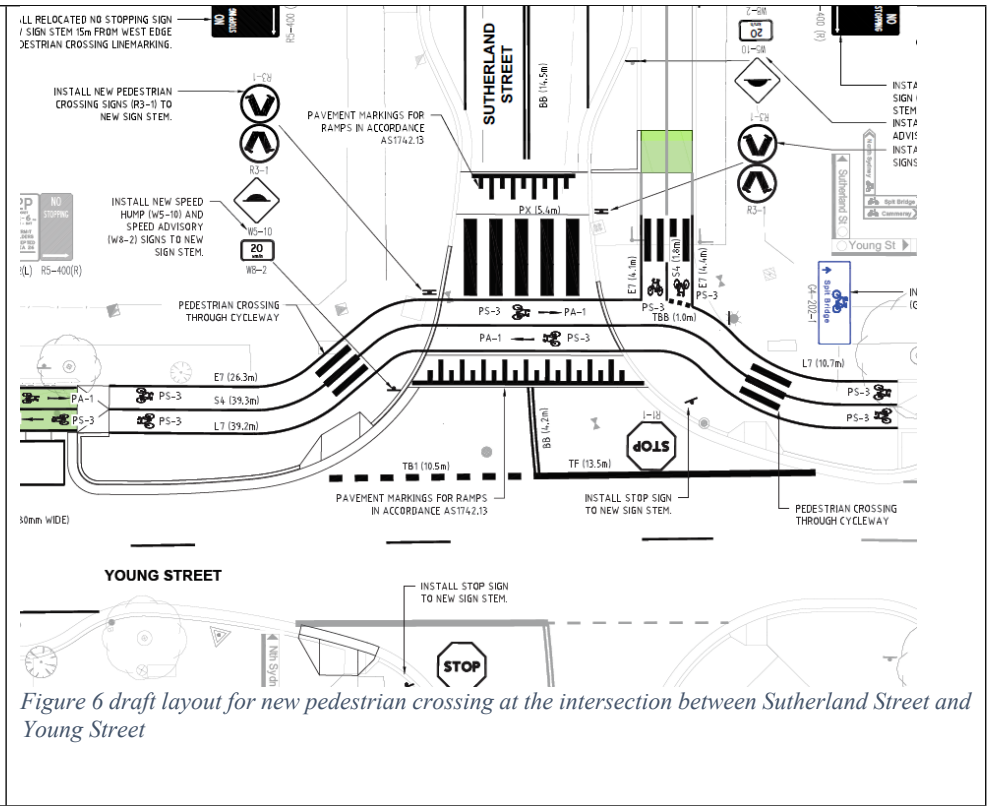
2. Extension of the existing cycle path on Young Street to provide a connection between Sutherland Street and Grosvenor Street. The cycle path would complete a section of the network identified in the Cycling Strategy. The path would be fully separated from road and footpath areas, as part of a network designed to make it possible for people of all ages and cycling abilities to choose cycling as an option for short (2-5km) day to day trips.

This would complete a cycling connection to the Neutral Bay Village, the key intent being to increase the scope for local residents and community members to cycle for a variety of short transport trips.



*Figure 5 Image of existing cycle path on Young Street*

3. New raised pedestrian crossing over Sutherland Street to the west of the intersection with Young Street and running parallel with the existing/proposed cycle path. A draft layout for the crossing is provided in Figure 9.



## Ernest Street (Anzac Avenue to Warringah Freeway)

The proposed works on Ernest Street (between Anzac Avenue and the Warringah Freeway) include:

- A new cycle path along the northern side of Ernest Street between Anzac Avenue and the Warringah Freeway. This would allow the existing share user path (walking and cycling path) to revert to pedestrian only use and therefore would likely enhance pedestrian amenity by providing increased separation between footpath areas and Ernest Street. The new path will improve the cycling connection between Anzac Primary School and the previously completed cycle paths on Ernest Street to the east of the Warringah Freeway and compliment a proposal by TfNSW to upgrade of walking and cycling facilities on the Ernest Street overpass of the Warringah Freeway.
- A new raised pedestrian crossing over Cammeray Avenue.
- Parking remaining on both sides of Ernest Street with no change to existing parking capacity or restrictions.

An artist's impression, draft layout and precedent image for these works is provided in the figures below.



*Figure 7 Artists Impression of the proposed Ernest Street works*

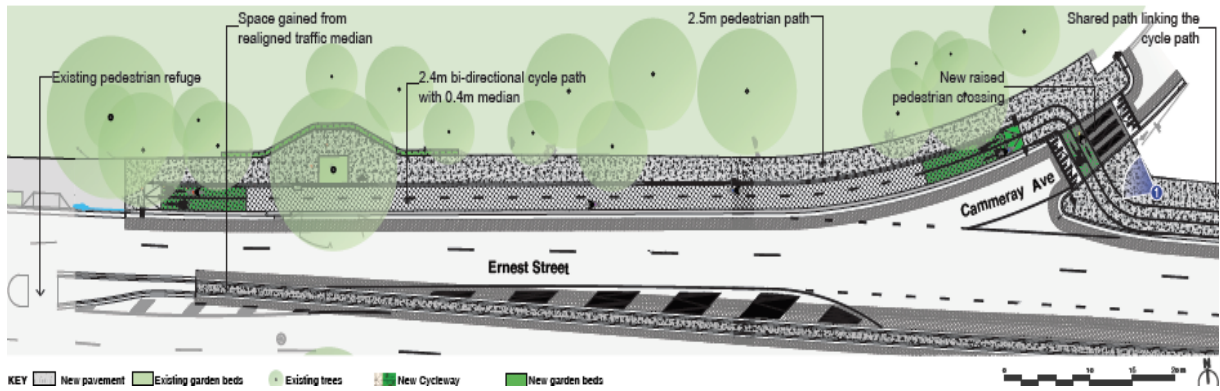


Figure 8 Draft Layout for the Ernest Street works



Figure 9 Existing separated cycle path to the east of the proposed works. The new section proposed on Ernest Street would complement these existing sections of the network

## “Route 3” – Kirribilli to Cremorne

The Route 3 project comprises a combination of roads connecting Cremorne with Kirribilli, via sections of Broughton Street, Clarke Road, Kurraba Road, Wycombe Road and Harriette Street, as shown on the map below.

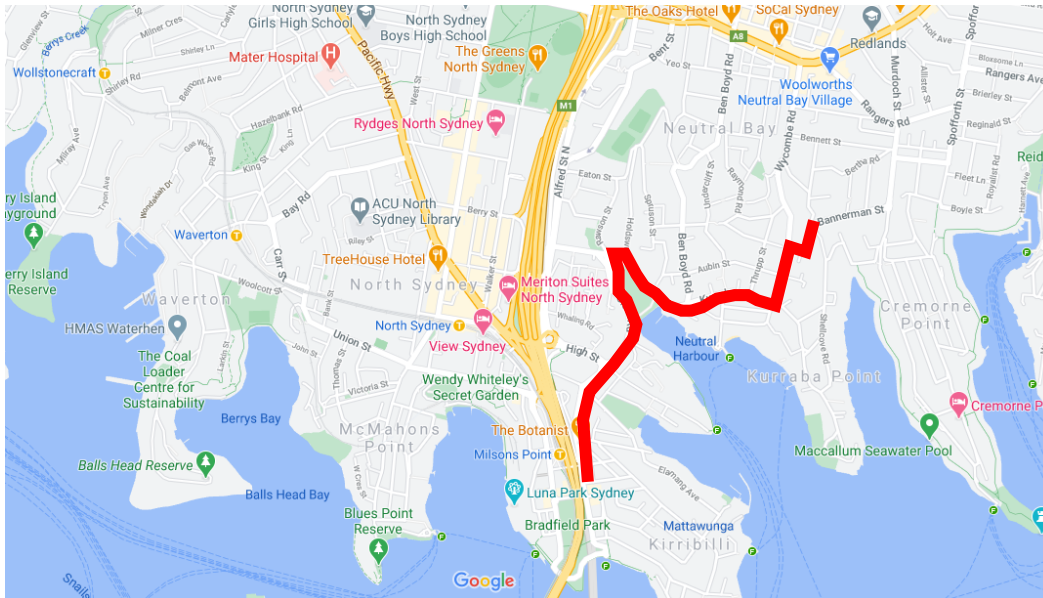


Figure 10 Map of 'Route 3' project area

The Cycling Strategy identified ‘Route 3’ as a priority route for upgrade based on high levels of existing use and the key strategic importance as part of a complete and connected network, notwithstanding the route is constrained by difficult road settings and topography. Counts taken in 2016 indicated usage over 600 trips per day along sections of the route. The high number of people already cycling on this connection despite the difficult conditions is evidence that the route performs a key role in providing cycling access between the suburbs of Cremorne and Kirribilli. Accordingly, the cycling strategy proposes upgrades to improve safety and amenity for current users, create opportunities for new riders to access the network, and reduce the potential for conflict between people riding and motorized transport modes. As with all cycling projects, the design process for this project has given equal emphasis to identifying opportunities to improve pedestrian network accessibility.

The map in Figure 14 provides an overview of the works proposed along the project area. The works are designed to complement planned pedestrian upgrades being undertaken in Kirribilli, and the proposed upgrade of existing pedestrian crossings on Clarke Road and Kurraba Road (these works are shown on the map in Figure 14).

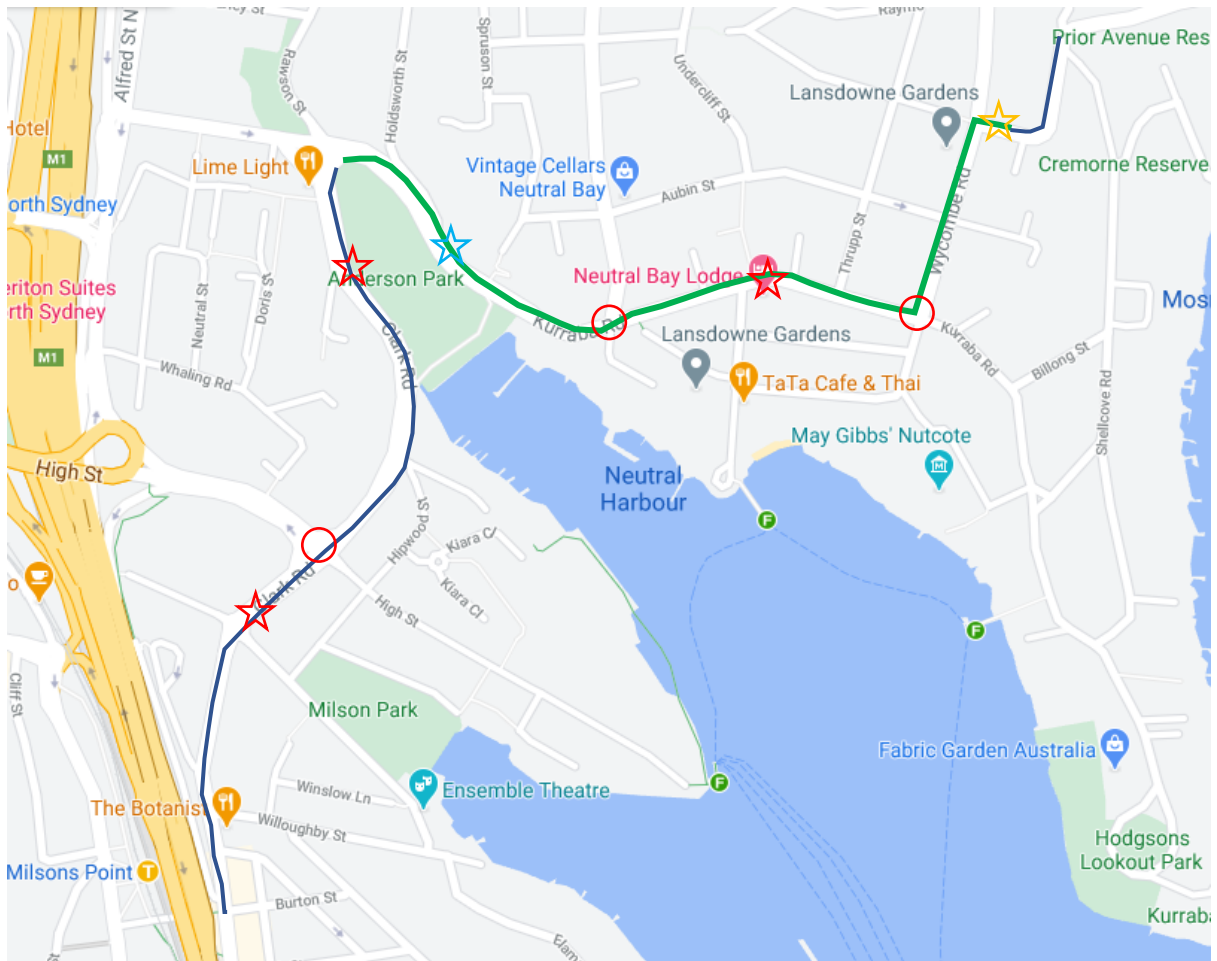


Figure 11 Overview of works proposed as part of the Route 3 project


- ★ New or upgraded pedestrian crossing
- ★ New or upgraded pedestrian refuge
- ★ New raised threshold
- Traffic control signals updated to resolve missing pedestrian facility and/or add bike lane
- 'Uphill' on-road cycle lane
- Mixed traffic cycle route

Further details about key project inclusions provided in Table 4. The designs for each component are currently at an advanced concept stage to be finalised in December to a level suitable for community consultation purposes.







3.	Reconfiguration of the intersection between Clarke Road and High Street to improve access for people walking and cycling	Design in progress/to be confirmed for consultation plan.
4.	Wayfinding and route marking on 'mixed traffic' sections of the route (areas where people cycle share the road with traffic)	 <p data-bbox="1155 879 1709 903">Figure 16 example of 'mixed traffic' cycle route markings</p>
	Provision of a new pedestrian crossing and associated landscaping at the intersection between Clarke Road and McDougall Street	Design in progress/to be confirmed for consultation plan.

## Proposed Next Step and Timings

Table 5 below provides a recommended program of next steps and timings for each component of the three (3) projects.

*Table 5 Proposed program*

<b>Timing</b>	<b>Action</b>
December 2020	Respond to TfNSW indicating provisional acceptance of the grants subject to the outcomes of community consultation.  Response to request: <ul style="list-style-type: none"> <li>• a release of 25% of the funds to finalise consultation and design</li> <li>• that project completion dates be extended to the end of the 2021 calendar year for Ernest Street and Young Street, and until March 2022 for the Route 3 project.</li> </ul>
December 2020	Commence consultation on each project consistent with Council's community engagement protocol.
February/March 2021	Report consultation outcomes to Council.
March/April 2021	Finalise design and incorporate changes that respond to matters raised by the community in the consultation period.
April/June 2021	Finalise all outstanding project approvals.
April 2021	Tender for construction – Ernest Street.
June 2021 (3 weeks)	Project construction – Ernest Street.
September 2021	Tender for construction – Young Street.
October 2021 (6 weeks)	Project construction – Young Street.
December 2021	Tender for construction – Route 3.
January – March 2022	Project construction – Route 3

## Summary and Recommendation

Council has been offered three (3) grants from TfNSW in the 2020/2021 financial year for the construction of Active Transport projects in the following locations:

- Young Street between Sutherland Street and Grosvenor Street;
- Ernest Street between Warringah Freeway and Anzac Avenue;
- The road connection comprising sections of Broughton Road, Clarke Road, Kurraba Road, Wycombe Road and Harriette Street (Route 3)

The combined value of the three (3) grants is \$3,457,450 with a proposed contribution of \$896,750 from Council. This report is recommending that Council request that TfNSW fully fund Route 3 - Kirribilli to Cremorne due to the impacts that COVID-19 is having on Council's revenues and its ability to fund its Capital Works Program. Council's commitment to contribute \$500,000 of its own funds towards Route 3 was made over 18 months ago before COVID-19 became a pandemic and its impacts on Council's revenues were known.

All three (3) projects include walking, cycling and public domain/landscaping improvements.

This report recommends that Council provisionally accept the grants, with progression to construction stage conditional on community consultation and support for the projects.

Draft designs for community consultation are currently being finalized, and the project planning includes an allowance for a further round of designs in response to the outcomes of community consultation.

Should the projects proceed to construction, works are scheduled to take place from June 2021 until March 2022.